Hermilag

THE RYE WHISKY

包括

road. The local was bound for New Haven

the local had slowed up, waiting to get the

signal to go ahead. It always waits at this

point for the express to go by, the local

taking the express tracks to go to the sta-

When the signal was set to go ahead

Engineer Lingy started his train forward.

in the same direction.

for him last night.

New Custom House Chief Clerk. Edward Barnes has been appointed

Carnegie Library for Fort Hamilton.

ten and four. Charley Thomas also had wager on Race King. Henry Harris played Beldame, while Tom Costigan dropped

a sumptuous roll on Santa Catalina.

The first race, which was delayed half tan hour by the non-arrival of the horse train from Sheepshead Bay, was a heavy betting affair. The victory of Blandy in August Belmont's colors netted Tom Costigan nearly \$15,000, as he bet \$2,000 across the pearly securing 10 and 8 to 1 straight. august Belmont's colors netted tom costigan nearly \$15,000, as he bet \$2,000 across the board, securing 10 and 8 to 1 straight. George Wheelock, Iáchtenstein, E. R. Thomas and Lewisohn lost thousands on Lady Amelia. Billy Hayes had a good bet on H. P. Whitney's Prince Hamburg, while Eddie Gaines backed Mr. Keene's Regal. In the second race the smart bettora steered clear of the winner, Father Bill Daly's Veronese, who showed a form reversal that was shocking, to say the least. Bennington bet \$2,000 on Green Room, while Lichtenstein and the clubbouse commissioners backed Mr. Belmont's Don Diego. Jack McKenna, a leading handicapper, cleaned up with the Daly coit. First Water's victory in the Juvenile Stakes enabled Wheelock, Lichtenstein, Charley Cass, Bill Brown, Bennington, Doc McDermott, Charley McCarthy and other leading speculators to cash well into the thousands. L. O. Appleby lost a stiff wager on Mr. Belmont's Woolwich.

Wheelock and Lichtenstein didsome more

Wheelock and Lichtenstein didsome more cashing on Good and Plenty in the steeple-chase, while Lewischn, Cass and Gidson backed Dromedary, George Johnson and his son Frederick played Roufire extensions.

In the last race E. R. Thomas bet \$1.000 straight, \$1,000 place and \$2,500 third on Onatas. Lichtenstein and Wheelock, together with a majority of the clubhouse commissioners, put their checks on Whorler. Many handicappers backed King Pepper at the last moment, although his stable connections did not have much faith in him. Fred Johnson played Lipton and his father backed Arsenal. When the proceedings were over the bookmakers and their clerks were nearly groggy. It was a great day in the ring. was a great day in the ring.

CROWD SWELTER AND SHIVER. Cold Wave Tragedy of Helmont Park

The first patrons of the turf to arrive at Belmont Park yesterday were two young men who had made a bet that they sould see the first day's racing without tickets. They left Jack's at 4 o'clock yes terday morning, crossed the Thirty-fourth street ferry and advanced by easy trolley stages through Flushing, Jamaica, &c., arriving at the trackside about 8 o'clock. They passed through the gates, remarking lightly to a suspicious employee that they supposed Mr. Belmont hadn't come yet. ey had the first drink sold at all the bars in and about the track and were able to see the preparations made on the morning of the opening of what is perhaps the greatest racecourse in the world. It was a bright, hot morning, with not a

thing to forecast the bleak afternoon that was to follow. Gangs of Italian laborers were busy about the grounds, putting in their final licks at the grading of the walks. Carpenters were busy with railings that had seen found necessary at the last moment. Porters employed by the restaurant folk carried tons of pie and bread from the arriving trucks. The butchers were busy unloading enough meat to feed all the standing armies of South America. Beer came in cases and barrels. The other kinds of liquor were already on hand, but the champagne cases had to be broken open and the quarts put on ice in preparation for the arrival of the Tammany lights.

Scores of men were busy dragging hose about the straight and laying the dust, which was thick and yellow. The betting ring was swept clean of the sawdust and cinders that had drifted in. The bookmakers' stools were piled in a great mass in the center of the "gentlemen's enclosure.

August Belmont came, looking a bit tired and anxious, and suggested things to his staff. He was busy about the grounds until 12 o'clock. By that time the first of the crowd began to arrive, and the young men who had won their wager rose from a brief sleep in the shade of a fir tree in the grove and began to wonder how they could make bets without having badge numbers.

The bookmakers came on the first train, of course, with their sheet writers, cashiers tangled the mass of stools and set them about the edge of the betting ring, forming a great semicircle. The formation looked absurdly large. Nothing like it was ever seen at Morris Park or any other large track. One could scarcely throw a baseball from one tip of the crescent to

"Why," said the newly arrived, "there can't be a crowd big enough to fill that space." Later they learned to the contrary. By half an hour after noon the erowd was coming in earnest. Trains were running from Long Island City and Brooklyn as fast as the tracks could accommodate them: Passengers were let down in a narrow line paved with oinders that were not pleasing to the tread of women Visitors got a bad impression of things at the outset. After trudging along the cinder path for 100 yards they dived into a tunnel which runs beneath the railroad tracks. In one part this tunnel was as black as a pocket and one took his next step on faith. But sunlight finally came and there was the entrance to the park, It was a long walk even after that but

It was a long walk even after that, but not unbleasant. The arrangement of trees makes the entry lane resemble the approaches at Saratoga and Morris Park, although it lacks many of their natural

makes the entry lane resemble the approaches at Saratoga and Morris Park, although it lacks many of their natural beauties.

The visitor went up a gentle incline which carried him to the grand stand and over the betting ring. Here he was able to appreciate for the first time the beauties of the new occurse. It has been desoribed often, but it must be said of it once more that nothing is lacking in the gardening of the track and that in the scenery beyond there is a suitable setting.

It was said a week ago that when Belmont Park should be opened it would look as well as though it had been in operation, under constant care, for years. This is not true. There is still a considerable air of newness about the buildings and there is patching and painting that will have to be done. In a month, say, the place will verify the prediction made for it. The lawn appealed to every one, although it is not as good as Morris Park's. That is only natural, it is so new. It is a great deal better, hewever, than the sand and gravel seen on the "lawns" at some other metropolitan tracks. In three weeks, with care, it will be good enough to sit on, which is the test of a lawn.

There was little newness about the crowd. The Pinkertons estimated it at 40,000, perhaps more, and probably 30,000 of those were folks who knew what a good coit Sysonby was last year, how fast Delhi had worked in his preparation, how fat Beldame was reported to be and what great talk there was of dacquin's try-out. To the remaining few, it was novelty. They had never seen the pencil pediers or heard the cry of the program sellers.

The masses took their early discomforts with good nature. They stepped from the crowded trains and obeyed the mandate of the guides on the cinderpath: "Grand stand to the right! Field stand to the left!" and went their ways according to the tickets they held.

Just here it might be noted that the price of admission to the field stand, 50 cents, is the cheapest charged on a great racetwok. It cost \$2 to be admitted to the betting rin

"They put us in a hole before we got to the betting ring." said the folks who are always kicking about their losses.

"Here's a good chance for a pickpocket to win a bet," said others.

From 1 o'clock until 3 it was a constant tadux of people. The trains were hauf-

were behind time. This was realized at the track, and the first race was purposely delayed so that all might see its running. For the Belmont Inaugural was looked ward to with almost as much interes

the Metropolitan.
The folks lucky emough to have an o-The folks lucky enough to have automobiles and coaches came in rapid succession and furnished a parade that attracted many of those less fortunate. There is a fine road from the entrance to the clubhouse. It ruus through the grove and has grass at the sides. Standing near, one could study fashions, not only in automobile cloaks and hats, but in men's attire. There were some gay suits abroad. Berry Wall swung along the path, wearing the checked trousers and the pearl colored derby that he is so fond of showing at the races. The groups of Italian workmen altting beside the path chattered loudly about him.

But alas for fashion. The beautiful morning had been a gay deceiver. The sky grew dark and the wind blew fast and cold. The mercury fell about 25 degrees within an hour. Col. Mike Padden, who hadn't brought his overcoat, glowered at Senator McCarren, who had brought his. Women shivered and accepted the coats of their escorts. Then the escorts shivered and made for the bar. The lawn became a polar plain. The afternoon newspaper reporters who had informed their offices that the betting ring was "a sweltering maelstrom" made haste to correct the lovely idea. Bookmakers blew on the fingers with which they held up their slates. The consumption of beer, which could be had at five cents a glass, dwindled to nothing, and whisky which costs a quarter a horn, had a great boom.

Every woman in the grandstand and on But alse for fashion. The beautiful

ing, and whisky which costs a quarter a horn, had a great boom.

Every woman in the grandstand and on the veranda of the clubbouse had come to show every other woman how pretty her gown was. As soon as the cold spell set in they forgot this rivalry and began to wonder how red their noses were getting. Their poor Easter bonnets swayed in the icy breeze, which went through the thin silk costs as though they were sleves. Luncheon parties on the lawn in front of the clubhouse hurriedly broke camp and went indoors to warm up. That cold wave was the tragedy of the day.

But the comedy of the day was the straw hat brigade. Only one of the plain people had the nerve to rush the season and he was the cynosure of all eyes in the betting ring as he turned up his coat collar and trembled from the cold. Everywhere he went he was jibed. In the clubhouse contingent there were half a dozen straw hatters. Most of them were foppish men of cold.

tingent there were half a dozen straw hatters. Most of them were foppish men of middle age who wore the straws to attract attention. Some of them had been wise enough to bring their overcoats.

When the bugle called the Inaugural starters to the post there was a tremendous crowd in the park, but few realized how great it was. The magnificent distances of the place deceive the eye. The clubhouse folk could not size up the magnitude of the grand stand, nor could those in the grand stand appreciate the number of people in the inexpensive section. One would have said, before the first race, that there was a fair sized crowd present—just would have said, before the first race, that there was a fair sized crowd present—just enough to be comfortable. The bugle caused a change. Everyone sought a point of vantage, for everyone wanted to see the first race at Belmont Park, the first reverse-run race since Monmouth Park. They began to desert the betting ring, bars and restaurants and to ascend into

see the first race at Belmont Park. They began to desert the betting ring, bars and restaurants and to ascend into the stands. In the big ring the last hundred dollar bills drifted in on Lady Amelia. On the dead line the final two spots, staked on the ability of Blandy, were crowded into the layers' paws.

There was a hunch on Blandy, not only on the dead line, but in the big ring.

"It's Belmont Park's first day," the superstitious said, "and the first race is the Belmont Inaugural. August Belmont has Blandy in to run for him. Why shouldn't he win, just for sentiment's sake?" And so they surged forward with the Blandy money, but the bookmakers refused to recognize the hunch. They laid as high as 10 to 1 against the son of Hastings and kept the favorite at even money or below.

Out in the field the mosquito books took in a lot of Blandy money at 8 to 1. Your turf follower with 50 cents lin his het palm is not going to bet it on a 4 to 5 shot.

That was why, when the great stands were filled and the horses shot from the barrier, much Blandy yelling could be heard. There were cries for Lady Amelia, too, but many of them were shrill. The ladies were for the Lady. Few of them were able to get a bet down, now that the commissioners are no more, so they rooted for the female favorite.

The great place from which to view a race at Belmont Park is the highest stand—the topgallant stand, as a sailor from Brooklyn called it. Not only can the race be seen from start to finish, but one can get a birdseys view of the whole shooting match. It is a lofty spot, indeed, and yesterday the crowd that gained the peak took off its collective hat lest it be blown away. Some of them averred that their hair was almost torn from its moorings, so strong blew the wind.

Away up there came the cries from below, from the clubhouse and the stands.

"Lady Amelia walks in!" There is always more page, you who knows before the

Away up there came the cries from below, from the clubhouse and the stands.

"Lady Amelia walks in!" There is always a man near you who knows before the horses have gone half a furiong that some one horse is about to walk in.

"Here comes Prince Hamburg. There's nuthin' to it now!"

"Oh, look at that dog Her Majesty. She's a fine child of two Futurity winners. She's last all the way."

"Oh, look at Blandy, Blandy, Blandy!" And sure enough it was Blandy. Those who had played their once and fives on him turned and shook each other's hands. They were just as happy as the owner, Mr. Belmont, who watched the race from the veranda of the clubhouse and received the congratulations of James R. Keena, whose colt Regal had been beaten, and of Harry Payne Whitney, owner of the hot tip Prince Hamburg, the half brother of the famous Ethelbert.

Then came the descent from the heights. ous Ethelbert.

famous Ethelbert.

Then came the descent from the heights, and for the first time it was realized that the exits from the upper sections are rather small for a holiday crowd. Nearly all the climbers were men, and they started en masse for the betting ring. The descent occupied six minutes. There was no disorder, however. George D. Bangs of the Pinkerton forces was asked later whether there was no remedy for the delay. He said there was none.

"The people who go to the roof," he suggested, "ought not to go to the betting ring."

"The people who go to the roof," he suggested, "ought not to go to the betting ring."

It is likely that his suggestion will be followed by most of the men who had the experience yesterday. They have seen that the stairs, only 8 feet wide, will not allow of any hurry, up or down. Yet the roof is an ideal spot from which to view certain races, and especially the steeple-chases. Every one who goes to Belmont Park and is strong enough of heart and leg to climb the stairs will be repaid by the view which the uppermost seat affords.

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the Inaugural, it was easy to see why the ring had been made so large. It was jammed with players, some ready to eash on Blandy and others seeking to get tips and place wagers on the next race. Speculation was in full swing, with the cashiers and sheet writers so busy that their fingers and sheet writers so busy that their fingers and information. The cheapest looking man in the ring knew how well John Madden was supposed to think of Merry Boy.

"Just as good as his brother, Mexican, pard. Put a good bet to him."

"Oh, tush, don't hand me that. Every trainer knows that Don Diego has been burning up the track for days. This will be another Belmont race."

When tired of tips and bets, there were the bars, with the waiters slinging whisky the bars, with the cashiers and the cashiers of the cashiers and Local Switched Together at Bedford Park Station of Mott.

Three persons were injured yesterday in a collision between an express and a local train just south of the Bedford Park Station of the Mott.

Not the local was bound for New York, New Haven and Hartford Raffilland the cashiers and Local Switched Together at Bedford Park Sta

Old Crow

OURBON WHISK

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When tired of tips and bets, there were the bars, with the waiters slinging whisky like magic. A man with a jag insisted on seeing the superintendent and complained to him that the bartenders were wearing hats and that it was not dignified.

The lunch counters, dubbed "hot joints," were run on a limited scale. At a time when 500 hungry men were clamoring for feed there were not more than 100 stools for them. While they clamored there was a commotion in the vicinity and up came Terry McGovern, looking excited.

"Irish for me, I'm Irish," he cried, indicating that he wanted some stew.

There was a ruch to get out of Terry's way, for he didn't look pleasant. A man grabbed a piece of roast beef from a plate and deserted his stool, which Terry promptly annexed, chattering about Irish stews.

annexed, chattering about Irish stews. He ate in a hurry and rushed off to bet a dollar on Wotan. dollar on Wotan.

Naturally, every one got excited after the third race, for the Metropolitan was at hand and every bettor hurled himself into the mob to see what was laid against Sysonby and Beldame, the seemingly bright lights of the affair. And, of course, when the bugle sounded every one scampered for a good spot to watch the contest, a mile race being a better spectacle on this track than the shorter sprints.

being a better spectacle on this track than the shorter sprints.

August Belmont evidently appreciated what a good place the roof was, for, with his sons Norman and Perry and his friend Brayton Ives, he went to the very top seat. Those about him watched him with interest, for they knew how his heart was set on a victory for Beldame. When she was badly beaten he showed no regret, remarking that she was not yet up to a race. Blandy's victory and the successful opening seemed to content him.

There was much social color shout the There was much social color shout the day. The clubhouse was a veritable fashion show, for both men and women, although the cold spoiled the effect somewhat. The hundred odd boxes at the north end of the grandstand were filled with women in bright gowns who represented sociaty and the stage.

women in bright gowns who represented society and the stage.

Among those who brought coaching parties were William K. Vanderbilt. Jr., with Mr. and Mrs. Junius Morgan, Mr. and Mrs. E. T. H. Talmage, Mr. and Mrs. McLane Van Ingen William Manice and Miss Madeline Knowlton; William Williams. C. Ledyard Blair, in the coach "Defiance"; C. A. Ba. douine, with Mr. and Mrs. George Sweeney and Mr. and Mrs. Eustace; Mr. and Mrs. W. W. Hoppin, Miss Elsie Schaeffer, Miss Marguerite Pearson, Tower Bates, Putnam Bates, W. H. Van Nest and Edward Valpy on the coach Squadron A; Mr. and Mrs. Howard Gould, with Mrs. Burnett and Campbell Thompson Stewart Duncan, with Mr. and Mrs. Plummer, Mr. and Mrs. E. D. Morgan, with the Misses Bird and Morton.

In the special boxes of the Turf and Mrs. Else and Mrs. Else All Hagging Mr. Barten Langer Rep. All Haggin

and Mrs. E. D. Morgan, with the Misses Bird and Morton.

In the special boxes of the Turf and Field Club were James Ben Ali Haggin, Harry Payne Whitney, Herman B. Duryea, Clarence H. Mackay, August and Perry Belmont, Edward R. Thomas, J. E. Cowdin, Commodore Bourne of the New York Yacht Club, John Sanford, Payne Whitney, J. H. Bradford, G. H. P. Belmont, Amory Hodges, De Lancey Nicoll, W. B. Duncan, W. H. Vanderbilt, Jr., J. G. Oxnard, W. G. Park, T. Blair Painter, Valentine Mott, Sannuel Willetts, Capt. William Astor Chanler, Philip M. Lydig, Paul D. Cravath, W. E. Dodge, R. L. Burton, S. W. Taylor, W. Y. Bennett, S. B. Elkins, W. A. Engeman, Jesse Lewisohn, P. J. Dwyer, Hamilton W. Cary, Yale Dolan, Joseph E. Widener, Brayton Ives, Peter Gerry and R. W. Goelet.

Some of those who came in automobiles were Judge Truax, Oscar Lewisohn, James G. Oxnard, Joseph Huber of Brooklyn, William Ives, Alfons Rothschild, Clement B. Asbury, Charles Jerome Edwards, George A. Fuller, H. F. Mollenhauer, John W. Gates, Cord Meyer, H. B. R. Kennedy, James Cassidy, Jr., H. C. Tessier, Henry Kew, Dr. J. Grant Lyman, S. C. Beckwith, J. Brendt Walker, Jefferson Seligman and L.C. Weir. Most of the clubhouse set came in automobiles, bringing members of their families and friends. John H. O'Brien, the Mayor's secretary, started in an automobile with Charles P. Norcross. The

the Mayor's secretary, started in an auto-mobile with Charles P. Norcross. The car dropped a wheel on the Queens High-way and they walked most of the way to

the park.

Among those at the track were Frank Farrell, Davy Johnson, the Tims Sullivan, Big and Little; Edna Wallace Hopper, Edna May, ex-Mayor Van Wyck, John F. Carroll, Pat Sheedy, Honest John Kelly, Senator P. H. McCarren, Appraiser Charles Anderson, Col. Mike Padden and nearly every Tammany officeholder and politician.

IN MEMORY OF AUDUBON. Celebration of 125th Anniversary of the

Naturalist's Birth. The one hundred and twenty-fifth anniversary of the birth of John James Audubon the naturalist, was celebrated last night in the Church of the Intercession in Washington Heights. Audubon lived in Washington Heights and at one time owned the and on which the church now stands.

Former Judge Alton B. Parker made the principal address. He eulogized the naturalist and praised his work. Frank H. Chapman and Bishop Greer also made addresses. Edward Doyle recited a poem he wrote for the occasion and there was instrumental music. THE SOCIETY

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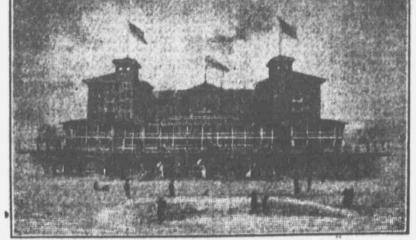
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and was made up of five passenger cars Directly on the Beach, ATLANTIC CITY, N. J. Sunny rooms with baths en suite. Salt wate in all baths. Reduced Spring rates. New Yor representative at Hotel York, 7th ave., cor. 38td. T. Helphone 1750-38th. N. J. COLLINS. and a baggage car. James Lingy was the engineer. The express is known as the North Adams Express and was bound There are four tracks at this point and

Reservations are now being made for the aummer season at CHALEONTE, a fireproof, up-to-date city hotel located on the Board-walk at Atlantic City, midway between the Piers. Write for illustrations.

FOR SALE.

The last car of it was on the switch when the engine of the express struck it. The ROLL TOP express was running at a speed of twenty-**ESKS** five miles an hour. Peter O'Donnell, the engineer, when he saw a collision was OFFICE FURNITURE inevitable, jumped after setting his brakes. in great variety of style and price. The express engine hit the last car of the local a glancing blow and shunted it off the tracks. The engine and cars of the express left the tracks also and went bumping along over the roadbed. As it went along the engine hit every car of the local card below more windows.

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Billiard and Pool tables. Solidly made; high grade goods. Light-ning, accurate, durable cushions. Decker, est. 1850. 105 East 9th St.

car next to the engine and this was hit so hard by the express engine that it was turned completely over. The express engine broke the coupling of its train then and jammed into the engine of the local, pushing it along the tracks for fifty feet.

There were a good many persons on the Bedford Park station and among them was a policeman. He supposed many were injured in the collision and he sent in a harry call for ambulances. Six arrived quickly with the reserves of two precincts.

Only three parsons, however, had been injured. They were O'Donnell, the engineer of the express, who received a bad scalp wound; Charles Euring, a newsboy, 15 years old, of 508 East Eighty-eighth street, who jumped from the overturned baggage car of the local and received some bruises, and William Everett, the baggageman of the local, who got a cut head.

None of the passengers in either train was injured, even by broken glass. They were all in a state of panic, for they realized they had had a narrow escape. Aboard the express train was Division Superintendent Miles Bronson. He said that as far as he could judge Engineer O'Donnell was not responsible for the collision.

"He had received a signal indicating a clear right of way, and that absolved him from all responsibility," said Supt. Bronson. "Before he jumped he reversed his brakes, and did all he could to stop the train."

Although Mr. Bronson wouldn't say so, he intimated that the switchman at Bedford

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MINERVA CLUB'S WELCOME. Greeting to Mrs. MacNutt, Its President, on Return From Abroad.

Although Mr. Bronson wouldn't say so, he intimated that the switchman at Bedford Park would have some explaining to do. When the police went after this man he had disappeared. The railroad officials know who he is, and the police were looking for him last night. The Minerva Club's reception and musicale given in honor of the return of its cale given in honor of the return of its president. Mrs. Howard MacNutt, from a pligrimage to the Holy Land was held yesterday afternoon in the Waldorf. More than two hundred women were there when the meeting was opened by the vice-president, Mrs. Belle Gray Taylor.

In some verses called "The Pilgrim's Reurn" Mrs. Taylor greeted the president and gave a r sum of the work done during her absence. chief clerk in the law division of the Custom House in place of Francis S. McAvoy, one of the new city magistrates. Mr. Harnes is a lawyer, and was born at Milford, Pa., on Dec. 12, 1861. He was first appointed to the customs service on August 24, 1886.

her absence.

The president, after a brief responsereceived a pair of gold lorgnettes and the
vice-president a huge bouquet of white carnations.

JOTTINGS ABOUT TOWN.

A theatrical benefit will be given for the Stony Wold Sanatorium Auxiliary No. 1 in the Broadway Theater this atternoon at 126 o'clock. The bill includes Alice Fischer, Virginia Harned. Edna Wal-lace Hopper, theric Williams, San Bernard, Digby Bell, Joe Coyne, R. D. McLean, William Courienay. The Citizens' Association of Bay Ridge and Fort Hamilton has been notified by the Carnegie Library Committee that a library building will be erected at Fourth avenue and Ninety-third street.

Cleanse the System The bowels become sluggish during the Winter months when poisonous and waste matters accumulate. The first result is

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stipation and kindred evils.

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Pooms on suite with sait water baths. All modera
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POST OFFICE NOTION.

(Should be read DAILy by all interested, as changes may occur at any time.)
Foreign mails for the week ending May 6, 1908, will close (PHOMPTLY in all cases) at the General Post Office as follows: REGISTERED AND PAR-OELS-POST MAILS close ose hour certier than closing time abown below. Parcels-Post mails for Germany close at 5 P. M. May 8.

Parcels-Post Mails for Great Britain and Ireland are despatched by the White Star Line on Wednesdays and by the Americas Line on Saturday. An additional despatch is made by the Cunard Line when a Cunard steamer sails on Saturday. Lifer than the American Line steamer the same day. The Parcels-Post mails close one hour before the regular mails.

Regular and Supplementary mails close at Foreign Station (corner of West and Morion Streets) bair hour later than closing time shown below, (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station).

TRANSATLANTIC MAILS.

TRANSATLANTIC MAILS.

SATURDAY (6.—At 6 A. M. for EUROPE, per steamship St. Paul, via Plymouth and Cherbourg (including Liverpool, Scottand and Ireland when specially addressed for this steamer): at 6.30 A. M. for SCOTLAND direct (specially addressed enjr), per steamship Caledonia: at 8.30 A. M. for BELGIUM PARCELS-POST MAILS, per steamship Zeeland (also regular mail for Belgium when specially addressed for this steamer); at 12.30 F. M. (supplementary 2 F. M.) for EUROPE, per steamship Campania, via Queenstown and Liverpool.

TUESDAY (9) —At 6:30 A. M. for EUROPE, per steamship Kaiser Withelm der Grosse, via Plymouth, Cherhourg and Bremen; at 10:30 A. M. for FTALY (apecially addressed only), per steamship Prinz Oakar.

steamship Prinz Oskar.

MAILS FOR SOUTH AND CENTRAL AMERICA.

WENT INDIES, &C.

FRIDAY (5).—At 10 A. M. for FORTUNE ISLAND and JAMAHOA, per steamship Altai (also Puerio Cartes, Cabo Giacias (Port Dietrick). Beitze, Livingston and Port Limon (when specially addressed for this steamer; at 12 M. (supplementary 12:20 P. M.) for BAHAMAS, per steamship Niagara (also Guantanomo and Santiago (when specially addressed for this steamer; at 2 M. for BARBADOS and NORTHEBN BRAZIL, per steamship Cametense, via Barbados, Pata, Marshham and Ceara; at 12:30 P. M. for BARBADOS and NORTHEBN BRAZIL, per steamship Cametense, via Barbados, Pata, Marshham and Ceara; at 12:30 P. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Prosehid.

SATURDAY (6).—At 8:30 A. M. (supplementary 9:30 A. M.) for CURACAO, VENEZUELA and COLOMBIA (except Cauca and Magdelens Departments), per steamship Longar them, belio, per steamship COAMO via tan Jusa; at 10 A. M. for CURACAO, VENEZUELA and COLOMBIA (except Cauca and Magdelens Departments), per steamship COAMO via tan Jusa; at 10 A. M. for CURACAO, VENEZUELA and COLOMBIA (except Cauca and Magdelens Departments), per steamship COAMO via tan Jusa; at 10 A. M. for CURACAO, VENEZUELA and COLOMBIA (except Cauca and Magdelens Departments). Per steamship COAMO via tan Jusa; at 10 A. M. for CURACAO, VENEZUELA and COLOMBIA (except Cauca and Santos Giaduding Northers Brazil, Argentine, Uruguay and Paraguay (when specially addressed for this steamer).

MONDAY (8).—At 9:30 A. M. (supplementary 10:30 A. M.) for NICARAGUA (except East Coast). HONDURAS (except East Coast). HONDURAS (except East Coast). SALVADOR, PANAMA, CANAI, ZONE, CANEA, Department of Colombia, ECUADOR, PERU, BOEIVIA and CHILE, per steamship Orisaba (also Guatemaia when specially addressed for this steamer).

TUESDAY (9).—At 11 M. for TUCATAN and CAMPECTRE (specially addressed only), per steamship Orisaba (also Guatemaia when specially addressed for this per steamship Orisaba (also Guatemaia when specially addressed only), per steamship Orisab

anip Deggy.

NOTICE.—Five cents per half cunce in addition to the regular postage, must be propaid on all letters forwarded by the SUPPLEMENTARY MAILS, and letters deposited in the drops merked "Letters for Foreign Countries," after the CLOSING OF THE REGULAR MAIL, for despatch by a particular vessel, will not be se forwarded unless such additional pestage is fully prepaid thereon by stamps. Supplementary Transatiantic Mails are also expendently transatiantic Mails are also expendently transations by stamps. Supplementary Transatiantic Mails are also expendently transations be deposited in the mail boxes on the piers of the AMERICAN, ENGLISH and FRENCH steamers whenever the saliling occur at 9:00 A. M. or later; and late mail may be deposited in the mail boxes on the piers of the German Lisas salling from Hebokers. The mails on the piers open one hour and a half before salling time, and close ten minuses before salling time, only regular postage (letters 5 cents a half ounce) is required on articles mailed on the piers of the American, White Star and German (Sea Foot) steamers; double postage (letters 16 cents a half ounce) on other lines.

MAILS FORWARDED OVERLAND, &C., EX-Mails (except famaics and Bahamat) are fer-warded daily to ports of sating. The CONMOUT-ING mails close at the General Post Office, New York, as follows:

And the second of the control of the second of the second

SAMAICA, via Boston, at 7:00 P. M. Tuesday and Friday. (Also from New York on Saturday. COSTA RICA, via New Orleans, at \$18:30 P. M.

COSTA RICA, via New Orleans, at \$10:20 F. E. Tuesday.

BRITISH HONDURAS, HONDURAS (East Coast) and GUATEMALA, via New Orleans, at \$10:20 P. M. Monday. (West Coast of Hopduras is despatched from New York via Panama-See above.)

NICARAGUA, (East Coast), via New Orleans, at \$10:20 P. M. Wedneadey. (West Coast of Nicaragua is despatched from New York via Panama. See above.)

PANAMA and CANAL ZONE (specially addressed only), via New Orleans, at \$10:20 P. M., Sunday (after 10:30 P. M. Sunday and Until salling of New York steamer, mail for Fanama and Canal Zone is held for the New York steamer, Bes above).

*REGISTERED MAIL for overland despatched closes at 6:00 P. M. previous day.

Closes at 6:06 P. M. provious day.

TRANSPACIFIC MAILS, FORWARDED OVER-LAND DAILY.

The schedule of closing of Transpacific Mails is arranged on the presumption of their uninterrupted overland transit to port of salling. The final compecting mails (except legistered Transpacific Mails despatched via Vancouver, Victoria, Tacoma or Seattle, which close 6 P. M. previous day? close at the General Post Office, New York, as follows: JAPAN, KOREA, CHINA and specially addressed mail for the PHILIPPINE ISLANDS, via Seattle, close at 6 P. M. May 4 for despatch per steamship Pielades.

JAPAN, KOREA, CHINA and specially addressed mail for the PHILIPPINE ISLANDS, via Tacoma, close at 6 P. M. May 5 for despatch per Steamship Oanfa.

HAWAII, JAPAN, KOREA, CHINA and PEILIPPINE ISLANDS, via Set. Francisco, close at 6 P. M. May 7 for despatch per steamship Coptic.

NEW ZEALAND, AUSTRALIA (except West,

iPPINE ISLANDS, via Sal. Francisco, close at 6 P. M. May 7 for despatch per steamship Copilic.

NEW ZEALAND, AUSTRALIA (except Western Vestern Vestern

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